

PRICE, \$3 PER MONTH.

of Mr. and Mrs. GEO. E.

INTIMATIONS

S. Montrie & Co., Ltd.

PIANOS

ON
HIRE

FROM
\$10 Per MONTH.

TUNING AND REGULAR ATTENTION
INCLUSIVE.

[31-1]

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL.

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR

JOHN I. THORNYCROFT & CO., LTD.

PETROL AND KEROSENE MARINE MOTORS 7 1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 312

Telegraphic Address: "TAIKOO DOCK."

ASAHI BEER.

THE DAI NIPPON BREWERY



& CO. TOKIO JAPAN.

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA.
HONGKONG.

NEW CARTRIDGES.

BY popular English Manufacturers.
In all Bore and Sizes.

SNOKELESS POWDER and CHILLED
SHOT. From No. 10 to BSSG. at \$6, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915.

[1032]

FAR EASTERN MEN AT THE WAR.

INTERESTING BATTLE STORIES.

News has just been received by a letter from Mr. Charles A. Dufour, who left Shanghai last February for France, saying that he has been wounded in action. He was hit in the left leg by a bullet and a piece of shell, which made two wounds the size of a teacup. He is now receiving treatment in a hospital in Paris and he is afraid it will be some time before he can rejoin his Regiment, the 66th Regiment, d'Infanterie Coloniale.

Lieut. A. G. Nugent, of the 9th Buffs, left for France on October 4th. Mr. P. Lambie left at the same time.

Mr. R. W. (Peter) Scott was gazetted on September 23rd to the 11th Reserve Battalion East Surrey Regiment and entered the Officers' Training School at St. Albans on September 28th.

The friends of Mr. Paul Legendre, late of the Secretariat, Dept. of the French Municipal Council, will be sorry to learn that he was wounded during the recent heavy fighting in France. Mr. Legendre, accompanied by his wife, sailed for France in January. Mrs. Legendre is "doing her little bit" by nursing the sick and wounded at a private hospital in Lyons. Writing on September 30th she states: "I was on duty on two days to receive the exchanged prisoners returning from Germany. It was really a touching sight to see how glad the poor fellows were to get home again. The trains were decorated with flags and as they steamed into the station these gallant fellows forgot their ailments and waved and shouted 'Vive la France!' 'Vive les dames de la Croix Rouge.' Most of them were cripples or had an arm amputated, and some of them were totally blind, and others quite out of their minds. The whole scene was too touching and I think everybody had a lump in their throats. I know I did."

LETTER FROM LIEUT. S. O. LIMBY.
The following is an extract from a letter dated September 29th, written by Lieut. S. O. Limby, of the Royal Engineers, now in France, to his mother in Shanghai:—

"I have been through the most wonderful and terrible experience of my life; for us it only lasted two days, but those two days seemed quite two weeks. Our division attacked at daybreak on Saturday morning. By great good luck, as far as our safety was concerned, the brigade to which we were attached was in the reserve, so we did not take part in the great assault of the trenches, but were sent up immediately afterwards.

"I received orders at about 8 o'clock on Saturday morning, and went up with my section to build a road over our and the captured trenches, up to a mining town that had just been taken. We worked all day without rest up to 8 o'clock in the evening. We were shelled all the time by shrapnel, but fortunately the shells were pitching just over the road and we had no casualties.

"The noise was terrific and the sights terrible; dead and wounded strewn all over the place, and, of course, the wounded had to wait their turn. Those who could hobble along passed us on the road all day helping each other. The stretcher bearers worked unceasingly, but of course there were not nearly enough. I felt at first a great pity and anguish, but soon got more used to the sights and gave assistance to a lot of poor fellows; my brandy was soon finished and my opium pills saved many from the worst tortures.

"Amongst the stream of wounded were several batches of German prisoners. They surrendered in shoals, but looking fellows most of them. Still they had been through a horrible experience and were not quite sure what was going to happen to them. Along one bit of front, held by the division on our left, we broke through on the two wings and 600 men in between surrendered without firing a shot. They were Bavarians, Prussian Guards and Polish Conscripts. These last one could understand surrendering, but not the other two; they all looked well fed and clothed.

"Their trenches were nothing like so wonderful as we thought, only the dug-outs were very deep and well constructed. Those who had hidden in these were coming out and surrendering all through the day.

"About midday the Germans counter-attacked, and shelled all the approaches to our captured front with shrapnel and napalm shells. These last were a new experience for us, and I had half my men down with 'gas.' The odour and taste was not at all unpleasant at first, but soon one's eyes, nose and throat began to smart. Our new respirators were very effective, though very uncomfortable, and one felt all the time as though one wanted to tear them off and gasp for air. Fortunately, I managed to restrain this inclination, and barring feeling sick and giddy, was all right.

"The German guns and gunners are certainly to be respected, but no one thinks much of the infantry. At present we are easily holding our own and will, we all hope, as soon as things get straightened out a bit, advance again. The next advance will bring us through their second line."

LETTER FROM SERGT. T. S. D. WADE.
The following is an extract from a letter from Sergt. T. S. D. Wade, 10th Battalion, 19th Yorkshire Regt. It is dated September 29th and was written in France. The big action referred to is the one in which Major Dent was killed and Lieutenant Cornaby wounded.

"I have a small shrapnel wound in my left thigh and am resting for a day or so, so have heaps of time to write. Our Army Corps has just been through the biggest battle ever known, but perhaps I had better start right from the beginning. 'We left Witley Camp September 8th. Our Battalion went over all together. Since arriving we have progressed slowly towards the firing line, either billeting in stables in small villages or bivouacking. Training and exercise of course were continued as usual, but all marches were made at night.

"On the night of the 24th our Colonel addressed the Battalion and made a fiery oration which moved the men at a great deal. We marched away at 5 p.m. and arrived at our bivouac at twelve midnight after a very rapid march. Rained all night so got wet through; it was miserable. We got ready to move off at 10 a.m.

"Marched for three hours and then went straight into action without a rest, having just been called upon as reinforcements. The idea was for the Army Corps to break through and then branch to the right, another to the left, and then for our Army Corps to break through and continue along the centre. One Army Corps broke the German lines and gained about four miles of territory, then we came along, with our long march and full kit and continued the good work.

"Our Battalion led the division and, being now Platoon Sergeant of No. 1 Platoon, I was right in the front from the very commencement. About a mile from the Germans we opened into extended order and then men began to fall all round. However, we advanced to within a quarter of a mile of the enemy. I almost forgot to say it was raining all the time. When it became dark we took up a position in a line of trenches 300 yards at the front of Loos which put us about two miles northwest of Lens and five miles south of La Bassée. At about 9 p.m. we entered Loos and did a lot of street fighting. No reinforcements to our previous line at foot of hill.

"Here I heard that our Sergeant-major was lying wounded in a field with a broken shin bone, so went out with another chap to find him, strapped his leg to a rifle, and carried him to a little distance under fire to a safe spot. Here we improvised a stretcher with the use of two rifles and carried him for about a mile. Then we got a stretcher and took him back another two miles to the Dressing Station, arriving there midnight.

"Of course there was a terrific bombardment all day and night; the guns never ceased, shrapnel, Jack Johnsons, high explosives, gas shells, etc. They also let off a lot of star shells, which lit up the ground wonderfully, and our stretcher party got shelled often. We were splattered with mud on several occasions but escaped.

"I returned to find our Regiment but was told that a mere 300 odd remained and we had suffered about as heavily as any other Regiment, perhaps a little more. Came up with our Bombers, so remained with them, having lost my rifle, pack and all contents.

"Was told to go back and get some bombs under a heavy cross fire of shrapnel which started just as I had got about 100 yards. Half way back a piece of shrapnel caught me in the front of the thigh—slight wound only, a deep graze—and another piece went through my haversack and somehow left me unscathed—a wonderful escape. Got dressed and have now got the day off, and am going to have a shave somewhere, as I have thrown everything I had away.

"This morning the Germans with the help of gas drove us back, and I hear have recaptured most of the trenches. I shall go back to the remains of the Battalion to-morrow and continue the awful work. We must have lost about 15,000 in killed and wounded in one day. Awful, isn't it? I don't suppose how far that anywhere else the fighting has been as hot as it has been here—it was fierce.

SHANGHAI'S AEROPLANE.
Mr. H. H. Read has received the following letter from Mr. E. Wrench, Hon. Secretary and organizer of the Overseas Club:—"You will doubtless be gratified to learn that the aeroplane 'Shanghai Britons,' so generously contributed by our members and friends at Shanghai, is now on active service at the front."

"We have much pleasure in enclosing the original letter we have received from the pilot of the machine, by which you will see how much your generous gift has been appreciated."

"The letter referred to reads as follows: 'I flew the B.E.2c 'Shanghai Britons' over our base in this country to our Squadron. I am now flying it as my machine, and want to thank the Shanghai Britons for this mark of their loyalty. It is very much appreciated here. Perhaps you would forward this letter, or let the donors know that their machine is now on active service against the common foe—Yours sincerely,
DOUGLAS A. CORQUHOUN-SYMONS,
2nd Lieut. R.F.C.'

Mr. M. A. Taylor, of the S. M. Police, left Shanghai last night by train, travelling home via Siberia to offer his services to his country. During his stay in Shanghai "Mat," as he is popularly known, has made a host of friends. He was particularly welcome to a "smoker," having a remarkably fine voice besides being a good all round sport. His comrades and friends gave him a hearty send off.

Captain Winfield Joyce Bonser, who has been killed in France, was the only son of the late Sir J. Winfield Bonser, P.C., of 3, Eaton-place, S.W., and formerly Chief Justice of the Straits Settlements. Capt. A. G. Boldero, of Chersonese Rubber Estate, Kuala Kurau, who left in August last year, is now serving in the Persian Gulf.

Mr. C. L. Casson, late of Labu Estate, has resigned from the army owing to ill-health.

Dr. H. Lovett Cumming, of Port Dickson, is now a lieutenant in the R.A.M.C. On the 6th October, by the *Fushimi*, Mr. R. Singha, Manager of the Liverpool and London and Globe Insurance Co., Japan, left for England to join Lord Kitchener's Army, in which he has been recommended by the British Ambassador for a commission. Mr. Duke Marshall, agent of the Union Estate and Investment Co., left by way of Siberia to join Kitchener's Forces, and will be joined at Tauriga by Mr. J. Kenderdine.

Mr. H. G. Donald, a recent departure, writes that he has joined the Black Watch and is in training at Perth.

Pte. A. Wagstaff, writing from East Africa, in a letter to Shanghai, says: "I have now been transferred to the Mounted Infantry branch which has lately been formed. We (the Mounted Infantry)

ran into a force of about 300 of the enemy three days ago, and had a pretty warm corner for half-an-hour, especially as there were only fifty of us. The worst part of the fighting in this country is that if you happen to get wounded and fall into their hands you are almost certain to be killed and horribly mutilated; if I had not seen it with my own eyes I could not have credited the lengths to which they go; some of our wounded who fell into their hands were killed and horribly mutilated, stripped of their clothes, and then left where they lay. I saw the bodies myself, and can assure you that their condition was utterly indescribable; only fiends in human form could possibly have committed such outrages. All the wounds were made by dum-dum or explosive bullets, which make a dreadful mess of whatever they hit."

THE JAPANESE NAVY.

The destroyer *Urukaze*, the construction of which at Glasgow was completed about the middle of February, arrived from England at Yokosuka on October 27th after a journey lasting forty-two days. The vessel is of 1,000 tons, 283 feet in length, and 27 feet in beam.

On the morning of October 25th about four o'clock the Japanese destroyer *Hatsuyuki*, which is taking part in the naval manoeuvres off Kyushu, came into collision with another destroyer, *Harukaze*, seventeen miles off Kyushu. *Harukaze*, on the eastern coast of Kyushu, was damaged chiefly at the *Hatsuyuki* was damaged chiefly at the bows, but arrived at Kure under her own steam. No casualties are reported.

The launch of the Japanese battleship *Yamashiro* has taken place at Yokosuka. She is a ship of 30,300 tons displacement, and her principal armament consists of twelve 14-inch and sixteen 6-inch guns.

A telegram received by the Naval authorities in Tokyo reports the departure of the Japanese cruiser *Asama* from Esquimaux, Canada, on the 23rd inst., temporary repairs having been completed. It will be remembered that the *Asama* went aground in Turtle Bay, while engaged in operations against the German cruisers in the Pacific.

A DOOMED PEOPLE.

YOUNG TURK POLICY AGAINST ARMENIANS.

[FROM A CORRESPONDENT TO "THE TIMES".]

Dedeagatch.
If there were no war shaking the world to its foundations and thus causing very important events to be passed over almost in silence, it is certain that meetings would be taking place in every country of the civilized world to protest against the inhumanity of the Young Turks. Armenia policy to-day. This can be summed up in the statement that they are gradually, but effectually, exterminating the entire Armenian people and getting rid of a subject race.

The *modus operandi* is to send off from each Armenian village day by day as many as the trains can carry. When they arrive at Koniah or some adjacent station they are turned out and an escort is supplied over the Taurus Mountains. On the other side these wretched people, who are enough food for perhaps a few days, are told to continue their journey to the neighbourhood of Mesul, as they will now be in perfect safety.

In point of fact the land is nothing but a desert and before many hours are past marauding bands of Kurds or Beduin rob and pillage these helpless men, women, and children, so that even those who are not actually slain die of hunger and thirst. Not one ever reaches the intended destination. Should anyone try to escape in any other direction Turkish shepherds have the orders to shoot Armenians at sight. The consequence is that many distracted women throw their children into the Euphrates rather than see them suffer; some even sell them for what they will fetch before starting on their journey.

A well-known American missionary who arrived in Constantinople in the first week of September, saw as many as 15,000 Armenians collected round one of the stations waiting to be sent on this journey from which none of them would ever return alive.

PRESS TELEGRAM RATES.

EFFECT OF THE PROPOSED INCREASE.

Mr. E. Robbins, manager of the Press Association, has written a memorandum in regard to the effect of the proposed increase in the charges for press telegrams. He disputes the statement that the Post Office is a heavy loser by the same. The Post Office were to take the same broad view as a commercial concern would and ascertain what revenue was received from newspapers as a whole and not merely from the telegraphic side—the millions of stamps used in answer to advertisements, the poundage obtained from postal and Post Office orders from the same source, and the carriage of newspapers—it is probable, he says, that a profit would be shown. The effect of the new charges will be a serious falling off in all services now sent by telegraph. There will be less war, foreign, and general news; shorter Parliamentary reports; abbreviated commercial, financial, and market reports, which must prove a serious inconvenience to business and commercial circles—and shorter accounts of speeches of prominent men.

Arrangements are being made for a deputation representing newspaper organizations to wait on Mr. McKenna to protest against the proposed increase in press telegram rates and newspapers postage.

Two twin-screw motor boats are now building at the Bangkok dock, one for the King of Siam and the other for the Queen Mother. The yacht for the Queen Mother is 55 feet long and 11 feet in beam.

TRADE OF HONGKONG.

The following statistics have been taken from the fortnightly price current and market report of the Hongkong General Chamber of Commerce:—

OPPIUM.

Stocks on November 4th were 417 chests of Patna, 233 Benares, 392 Malwa and 168 Persian and Turkish. The exports during the interval to Shanghai, etc., have been 20 Patna, 5 Benares, 24 Malwa and 30 Persian and Turkish. In unrefined Bengal opium, the balance of stocks on November 4th was 185 Patna and 50 Benares. Six chests of Patna and 19 of Benares were boiled by Government monopoly. Fifty chests of Patna have been imported during the interval.

EXPORTS.

The Feather market is very quiet, and but small business is doing in Ganges. There is no business in Galsgal. Cassia Oil is firm and small business has been done. Star Anised Oil is steady and quiet, and Star Anised is firmer on a native demand. Few sales of ground nuts are reported. Nothing is doing in Yunnan Tin. There are no stocks of Quicksilver; buyers are reported to be speculating and prices are advancing. The Saigon Cassia market is firm, but nothing is going in Gall Nuts. Nothing has been offered for Bristles.

IMPORTS.

The Cotton Yarn market continues dull and a very limited business has been transacted at a slight decline in rates. Quotations are:—No. 10s at \$95-\$112. No. 12s at \$100-\$113. No. 16s at \$102-\$125. No. 20s at \$105-\$142. Arrivals 14,000 bales. Sales 1,500 bales. Shipments 47. Unsold stock 38,000 bales. Bargins 34,000 bales. As to Wools the demand for these, in common with all other piece goods, has slackened off, and the market has now no life in it. No business has been done in Raw Cottons. There are no quotations and no stocks.

In Metals, there have been sales of wire nails of some importance. Specification of some enquiries for cuttings, with some business placed at higher figures. Parcels, however, could not be replaced, as advances from home indicate higher values, with further difficulties regarding shipment. Burs, Angles and Plates are further advanced, but there appear no buyers locally. Nothing has been done in Yellow Metal, and no change reported in the condition of Petroleum Products. No sales of Coal of importance are reported. The Sugar market is weak, and there has been a further decline in prices. The Saltpetre market is strong.

THE FLOUR MARKET.

In the American market, Wheat is very firm, and millers generally are asking advanced prices. Freight rates are no advanced prices. Freight rates are no advanced prices. Locally there has been practically no enquiry. Stocks are 320,000 casks. Quotations: Patons (Green Girl) \$3.90 per sack, cut off \$2.90 per sack, straight \$2.95 per sack, seconds \$2.90 per sack. The markets, both local and American, are unchanged and lifeless. Enquiries from Coast ports are nominal and purchases are being made only for immediate requirements on account of the approach of the Australian market and probability of the Government cancelling the restriction to export.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. CHAPMAN, V.D.

PARADES.

1. Parades for to-day, nil.
- Parades for Tuesday, 9th instant:—
5.15 p.m.—No. 1 Sec. Arty Batty, Centre Sec. M.G. Co. and Left Sec. M.G. Co., Company drill on Cricket Ground, under Captain Wood.
- 5.15 p.m.—Right Sect on M.G. Co.: Section drill and Rifle exercises on Cricket Ground.
- 5.15 p.m.—Scouts Company: Company drill on Cricket Ground.
- 5.15 p.m.—Recruits of all units (except Right Section M.G. Co. and Signalling Section) Squad drill and Rifle exercises at Headquarters under Sergt.-Major Higby and Sergt. Crawford.
- 5.15 p.m.—Stretcher Bearer Section? Instruction at Headquarters. Remainder, nil.

DETAILS.

2. Gun Club Hill, Kowloon:—
On duty until 11th inst: Scouts Co. Officer on duty: Lieut. Weill.
P. of W. Camp, Kowloon:—
On duty to-night: No. 2 Section Arty. Batty.
Officer on duty: Capt. W. M. Scott.
On duty 9th inst: Civil Service Co. Officer on duty: Capt. Churchill.
Orderly Sergeant until 11th instant: Sergt. D. S. Cooper.

G. E. STEWART, Capt., Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

PARADES, ETC.

- Tuesday, Nov. 9th.—Service Rifle Instruction for certain P.C.s firing on Nov. 10th. Also parade of all Recruits of all Companies.
- Wednesday, Nov. 10th.—Firing of Part I. Musketry Course, by three Platoons already warned.
- Thursday, Nov. 11th.—Combined Equipment Parade of all ranks at Central Station at 5.15 p.m. Winter Uniform to be worn by men to whom same has been issued, remainder in mistif. Rifles, Ammunition, Armes, Truncheons, "Duty Reminders" and Musketry Course Books must be produced at this Parade. Platoon Commanders will be provided with special forms for their equipment returns. Members are reminded of the rule that a parade is to be considered as cancelled in the event of steady rain falling one half-hour before the time for which the parade is ordered.

"RANGE REGULATIONS" for the Musketry Course have to-day been handed to O.C. Companies for issue to their men. The leaflet is to be inserted in the Musketry Course Handbook.
F. C. JENNY,
D.S.P. (Reserve).

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

TO-DAY (MONDAY), 8th November, 1915, being a BANK HOLIDAY, all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 8th November, 1915. [1158]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

TO-DAY (MONDAY), 8th November, 1915, being a BANK HOLIDAY, all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 8th November, 1915. [1159]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NELLORE,"
Captain A. M. King, carrying His Majesty's Mails, will be despatched from this port on or about the 19th November, 1915, taking Passengers and Mails for the above Ports, in connection with the Co.'s s.s. "MONGOLIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "KHIVA," due in London about the 3rd Jan., 1916.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 8th November, 1915. [1]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"JAPAN,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board on the 9th Nov. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 6th November, 1915. [29]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

NOTICE.

THE DOUGLAS STEAMSHIP CO., LTD., whose Registered Office is situated at Victoria in the Colony of Hongkong, hereby Give Notice that in consequence of the purchase by the Company of the Steamship "MOURA," it has applied to the Board of Trade, under Section 47 of the Merchant Shipping Act of 1894 in respect of Steamship "MOURA," Official Number 101726, Gross Tonnage 2,027 Tons, Registered Tonnage 1,427 Tons, heretofore owned by the UNION STEAMSHIP COMPANY OF NEW ZEALAND, LIMITED, for permission to change her name to "HAL-HONG," and to have her Registered in the new name at the Port of Hongkong as owned by the DOUGLAS STEAMSHIP CO., LTD.

Any Objections to the proposed change of name must be sent to the Registrar of Shipping within seven days of the appearance of this advertisement.

Dated at Hongkong, the First day of November, 1915.

DOUGLAS LAPIRAK & Co.,
General Managers,
DOUGLAS STEAMSHIP CO., LTD.
[1136]

GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.

APPLICATION has been made to this Company to issue to Mr. LAU SAT TUNG of Hongkong Duplicate Certificates of 200 Shares in this Company or other Certificate or Certificates in lieu thereof upon statement that the Original Certificates

Nos. 8594—100 shares numbered 246029/246138 dated 16th November, 1908.

Nos. 8803—50 shares numbered 197703/197727, 251036/251710; 25th March, 1909.

Nos. 9788—50 shares numbered 6901/6950 dated 27th May, 1910.

have been LOST or DESTROYED; and Notice is hereby Given that if within 30 days from the date hereof no Claim or Representation in respect of such Original Certificates is made to the Company the Undersigned will then proceed to deal with such application for Duplicates.

For the GREEN ISLAND CEMENT CO., LTD.,
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 23rd October, 1915. [1101]

INTIMATIONS

THEATRE ROYAL HONGKONG.

OPENING TO-NIGHT!

NOVEMBER 8TH.

MR. MAURICE E. BANDMANN PRESENTS

HORACE GOLDIN.

The World's Greatest Conjuror and Magician, and Leading London Company of Vaudeville Artists, including

MISS BARBARA BABINGTON, London's Principal Boy.

MISS HAY AND CRAWFORD, Simultaneous Dancers Extraordinary.

MR. T. GOSWARD, Italy's Leading Musical Comedian.

LEYWOOD AND NORELL, Burlesque Impressionists.

And Company of 20 Artists.

SPECIAL MATINEE!

SATURDAY, NOVEMBER 13TH, AT 4 P.M.

Children Half-Price Everywhere.

Booking at MOUTRIE'S from 9.30 A.M. to 12.30 P.M. and at HONGKONG HOTEL from 2 to 6 P.M.

PRICES: \$3, \$2 & \$1.

Hongkong, 1st November, 1915. [1135]

THE HONGKONG CORINTHIAN YACHT CLUB.

THE ANNUAL GENERAL MEETING of the Members of the above Club will be held in the Club House to receive the Committee's Report and pass the Accounts for the year ending the 31st August, 1915, TO-DAY (MONDAY), the 8th November, 1915, at 5 P.M.

A. D. GEE,
Hon. Secretary.
Hongkong, 1st November, 1915. [1132]

HONGKONG COTTON SPINNING, WEAVING & DYING CO., LTD.

(IN VOL. LIQUIDATION).

TAKE NOTICE that a MEETING of the Members of the above Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., Hongkong, on MONDAY, the 22nd day of November, 1915, at 12 o'clock Noon.

AGENDA.

1. To lay before the Meeting an Account of the acts and dealings of the Liquidator and of the conduct of the winding-up up to the date of the Meeting.

2. To propose an extraordinary resolution sanctioning an interim return to Members as follows:—

That an interim return by the Liquidator of One Hongkong Dollar per share to the persons who are registered as Members of the Company on the 15th day of November, 1915, be and the same hereby is sanctioned.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 15th November, to MONDAY, 22nd November, both days inclusive.

Dated Hongkong, the 14th day of October, 1915.

C. BERNARD BROWN,
Liquidator. [1080]

G. R.

IN HIS BRITANNIC MAJESTY'S CONSULAR COURT AT CANTON.

PROBATE JURISDICTION.

Canton, Thursday, the 28th day of October, 1915.

CITATION FOR LETTERS OF ADMINISTRATION.

In the Goods of SMOLLETT CAMPBELL, Deceased.

IN virtue of an Order of His Majesty's said Court, made on the 28th day of October, 1915, I do hereby cite and call all and sundry persons of whom I have notice, and all other persons of whom I have notice, to appear in the said Court on or about the 28th day of November, 1915, and show cause, if any they have, why letters of administration (with the will annexed) of all and singular the goods, chattels, rights, and credits of SMOLLETT CAMPBELL, late of Macao, China, who died at Hongkong on August 20th, 1915, should not be granted unto ARCHIBALD SMOLLETT CAMPBELL, Attorney for ELLA GRACE CAMPBELL, of 49, Brunswick Gardens, Kensington, London, England, the widow of the said testator and the universal legatee named in the will, as, in default thereof, the Court will proceed to grant the same accordingly.

(Sd.) R. S. PRATT,
Vice-Consul and Additional Judge.
[1156]

G. E.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel on the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1915. [738]

FOR SALE.

DESIRABLE COUNTRY RESIDENCE. Standing in its own Grounds, situated at Tai Po, containing Four Rooms, out-offices, etc. Electric Light.

For particulars apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 20th October, 1915. [1127]

HOUSES TO LET

TO LET—AT THE PEAK.

FURNISHED, 2, Mountain View.

Apply to—
H. E. POLLOCK,
Princes' Buildings,
Hongkong, 8th November, 1915. [1046]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply—
DEACON, LOOKER, DEACON & HARBSTON,
Hongkong, 18th October, 1915. [1094]

TO LET.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.

Apply—
LINSTED & DAVIS,
Hongkong, 18th October, 1915. [1089]

TO LET.

NOS. 1 and 6, TORRES BUILDINGS, Kowloon. Moderate rent. Ready for occupation.

Apply to—
SPANISH DOMINICAN PROCUATION,
Hongkong, 26th September, 1915. [963]

TO LET.

NORMAN COTTAGE, No. 2, Peak Road, 4 GOOD ROOMS. Immediate possession.

Apply—
PERCY SMITH, SETH & FLEMING,
Hongkong, 20th August, 1915. [575]

TO LET.

OFFICES in St. George's Building, Second Floor, Overlooking Harbour. Immediate possession.

Apply to—
SHEWAN, TOMES & Co.,
Hongkong, 3rd December, 1914. [39]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 24th October, 1915. [45]

TO LET.

FOUR-ROOMED AND THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon, with every modern convenience. Immediate possession.

FOUR-ROOMED FLATS in May Road, possession on or about 1st November next. Modern appointments throughout, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bachelors at reasonable rentals.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

TWO-ROOMED FLATS in Nathan Road, Kowloon.

WINDSOR LODGE, Kowloon, Six-Roomed House, Tennis Court. Immediate possession.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings,
Hongkong, 3rd November, 1915. [958]

TO LET.

OFFICES in King's Buildings, OFFICES in Des Voeux Road Central, HOUSES in CLIFTON GARDENS, Conduit Road.

NEW HOUSES in Broadwood Terrace, HOUSES at the Peak.

No. 21, WONG-NEI-CHONG ROAD.

No. 1, MORETON TERRACE, Causeway Bay.

GODOWNS, at Wanchai.

GODOWNS, at New Prince's Kennedy Town, Nos. 1, 2 and 3, WEST END TERRACE, CANTON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 4th November, 1915. [38]

TO LET.

From 1st March.

GODOWN, No. 6, Duddell Street.

Apply—
A. E. AVASIA,
Care of E. PARANER,
No. 1, Duddell Street
Hongkong, 2nd February, 1915. [244]

TO LET.

NO. 2, "FAIRVIEW," Nathan Road, Kowloon.

NO. 25, SEYMOUR ROAD, WOODLANDS VILLAGE WEST.

NO. 12, BEACONSFIELD ARCADE, Top Floor.

NO. 58, PEEL STREET, on Caine Road level.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.

"LEWKNOR," No. 128, THE PEAK.

"HILLING," Austin Road, Kowloon.

"HILLSIDE," No. 110, THE PEAK.

5 Rooms furnished, from 1st November, 1915.

ONE OFFICE or SHOP in Duddell Street, Ground Floor.

6 ROOMS and 2 COLLEGE GARDENS.

6 ROOMS each, from 1st November.

No. 3, "THE ALBANY."

ROOMS, in Duddell Street.

"ROSENEATH," 2, Hankow Rd., Kowloon.

No. 6, BELLILIOS TERRACE.

No. 25, BELLILIOS TERRACE, with entrance on Conduit Road.

ONE GODOWN, No. 3, Burrows Street, Wanchai.

TWO GODOWNS, in Duddell Street.

"WESTWARD HO," Bonham Rd. & "MERION," No. 6, THE PEAK, Unfurnished (6 Rooms).

No. 2, DES VOEUX VILLAS, 51, PEAK Unfurnished.

No. 19, THE PEAK (5 CAMERON VILLAS.

Apply to—
LINSTED & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 3rd November, 1915. [43]

INTIMATION

A gift that will be remembered

all the year round.

OUR CALENDAR

OF CATHAY

for 1916

CONTAINING 8 INTERESTING

PICTURES OF CHINA LIFE.

PRICE \$2.00

A. S. WATSON

& CO., LTD.,

HONGKONG DISPENSARY.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.
LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 8th, 1915.

DIET OF THE JAPANESE SOLDIER AND CIVILIAN.

JAPAN has for so many years been represented as the land of high thinking and plain living that it is natural that many amateur economists should, at this crisis, when the necessity of meeting the heavy expenses of the war is pressing upon the people, turn to a country where thrift is supposed to have become a fine art.

Unfortunately, however, there seems to be little knowledge of the actual facts, and some most extraordinary statements as to the food and manner of living of the Japanese are being circulated by those who pretend to be in a position to know.

Thus we find a member of the Japan Society stating that the Japanese soldier on active service subsists on raw fish, vegetable and fruit salads, seaweed, uncooked eggs and sweetmeats, with which he is happy and content "provided he can secure a little boiled rice and hot weak tea."

This is putting the cart before the horse with a vengeance, the fact being that the diet of the Japanese soldier when on active service is rice, with pickled plums to make the rice go down. This is the official menu, and while, no doubt, it is occasionally amplified, the Japanese soldier regards this as the fighting food. Moreover, the Japanese are proud of the fact that the soldier's diet is such a simple one, and ascribe Japan's victories to the high thinking which is alleged to attend such plain fare.

This Spartan diet, however, is probably actually due to a desire for economy. When the food is thus severely limited the handling of supplies is facilitated, which, with the cheapness of the food itself, greatly reduces the expense of maintaining an army in the field. The picture, however, has a reverse side which is not so pleasing.

The disease of beri-beri, which has been tried to a germ in rice, is not the least of the enemies the Japanese soldier has to fight when on active service, for, while

the disease is prevalent among all classes, it is rampant among those who have to subsist mainly on rice. When not on active service the Japanese soldier is very well fed; in fact, it has been stated on good authority that he fares better than he would at home. Plenty of meat and nourishing food is provided, and the diet is varied as much as possible. It is, therefore, only when on active service that the martial spirit of the Japanese soldier is supposed to be fostered by plain living.

In regard to the civilian population, just as the English people mainly subsist on bread, so the Japanese, like other Asiatic peoples, mainly subsist on rice. They do not eat rice in preference to bread for reasons of economy or for the encouragement of high thinking. They eat it because they like it; because it gives them a satisfied feeling which they do not obtain on a foreign diet. Medical men inform us that rice is not so nourishing as wheat and that therefore a larger quantity has to be taken, the result being a feeling of repletion and, incidentally, a greater strain on the digestive powers. It is this feeling of repletion which the Japanese miss when on a foreign diet, and as its absence makes them feel that their hunger is not satisfied it is not uncommon for a Japanese to supplement a foreign-style dinner with two or three bowls of rice when he returns to his home.

Further, even although a large quantity of rice be eaten, the small amount of nutrition it contains requires that the meals should be many. This is more especially the case among those engaged in manual labour. Thus the farmers have five, six, and, sometimes, even seven, meals a day—a fact which seems not to be known to those who dilate on the plain living of the Japanese. The sedentary classes, of course, do not require so many meals, but, nevertheless, there is a considerable amount of eating between the three or four meals they take.

The peasants, who cannot afford to eat only rice, mix it with barley. This probably does not lower the nutritive value of the food, but, on the other hand, it does not increase it. There is, also, a large consumption of different kinds of peas and beans, sweet potatoes and other roots, of which the Japanese have a great variety.

All these preparations are rendered palatable by a little fish (fresh or dried), or, in the absence of this, some kind of pickles. These, however, are not used as a diet by themselves, but merely to flavour the rice or other cereals which form the basis of the meal. Rice or barley without an appetiser may be likened to the dry bread which is regarded as the lowest form of diet in Europe. But while the Japanese prefer rice to bread, which they regard as a kind of cake, it is not by preference that they limit the delicacies to be eaten with the rice; it is a matter of necessity. Japanese food is as expensive as foreign food when due variety is taken, and the average income is not large enough to cover such an expenditure.

What is the effect of this diet on the people? Japanese statistics are acknowledged by the authorities themselves to be not very reliable, but it may be noted that the results of the yearly examination of conscripts have recently shown that Japan is retrograding rather than progressing physically. Constitutional diseases, such as trachoma and tuberculosis, are said to be on the increase, while the stamina of the race on the whole shows no improvement. This may be merely a passing phenomenon, but it is worthy of notice as raising the question whether those principles of thrift which aim at reducing the amount of nutriment, in proportion to its weight, supplied to the body are really sound or not. To increase the productive power seems to be the right road to enable a nation to meet the increased cost of living, but, so far from there having been an increase of the productive-power of Japan, a recent visitor to the factories of the country decided that the Japanese would never be a great industrial nation unless the workmen were speeded up very considerably.

A mail for Europe via Siberia closes to-day at 8 a.m.

A Gazette announcement states that Mr. Ng Hon-tsz has been re-appointed a member of the Sanitary Board.

For the convenience of their customers, Messrs. Lane, Crawford & Co. will open their premises until midday on Wednesday.

Mr. A. E. Crapnell has been appointed trustee of the Zetland Lodge of Freemasons, in succession to the late Mr. G. J. B. Sayer.

During the temporary absence of Sir Everard Fraser, Mr. Herbert Phillips will be in charge of the Consulate-General in Shanghai.

Mr. Barlow, of The Peak, was fined \$4 by Mr. Hazland at the Magistracy on Saturday for allowing his dog to be abroad without a muzzle.

A Chinese was charged at the Police Court, Hongkong, on Saturday with stealing \$25 in notes from Mrs. Stapleton, of 6, Victoria View. The case was adjourned.

Seats may be booked to-day at Messrs. Moutrie's from 9.30 a.m. to 12.30 p.m. and at the Hongkong Hotel from 10 a.m. to 6 p.m. for the performances of Horace Goldin and Company.

Mr. R. J. Birbeck, M.A., of Queen's College, is on his way out from Home. He is completely restored to health, and "did his bit" for his country by working on the National Register at Bristol.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the hospitals:—Paymabrokers' Guild, \$200; Brass and Iron Dealers' Guild, \$60; St. Stephen's Church (C.M.S. Chinese), \$52.81.

The Indian watchman at Tai Po railway station was fined \$15 with the alternative of a month's imprisonment by Mr. Hazland on Saturday for being intoxicated while on duty. Mr. Aslett, Traffic Inspector, said there was a good deal of drunkenness among the Sikhs on the railway.

A Chinese convicted before Mr. Lindsell at the Magistracy on Saturday of stealing a mackintosh and gold watch from 45, Queen's Road Central, was sentenced to six weeks' hard labour on each of the charges of larceny, and to a year's imprisonment for returning from banishment.

The October issue of the Yellow Dragon Magazine says: "We have heard, with the deepest regret, that of the two brothers of Mr. Ralston who were with the land forces in the Dardanelles, one was killed outright by shrapnel, while the other is reported wounded and missing." Mr. Ralston is one of the masters at the College.

A Gazette notice states that when a vessel is entering or leaving the Whampoa Naval Dock a large blue flag by day, and three red lights, vertically, by night, will be exhibited at the head of the Dockyard flag-staff. Steamers observing either of the above specified signals exhibited must proceed at dead slow speed when passing the vicinity of the Dock gates.

The annual *al fresco* fete in aid of the funds of the Hongkong branch of the Society of St. Vincent de Paul will be held next Sunday, under the patronage of H.E. the Governor and Lady May. Upon the efforts of the local branch about one hundred poor families are more or less dependent, and the funds for their support are almost entirely obtained from this annual fixture.

The death took place at the Shanghai General Hospital recently of Mr. George Norman King, of Messrs. Dodwell & Co., at the early age of twenty-six. Deceased came to Shanghai in March, 1910, to join the staff of Messrs. Dodwell & Co., Ltd., having been previously employed in the firm's London office. He was an ardent volunteer, being a member of "A" Company. Deceased was the son of Mr. Chas. H. King, who was for many years a resident in Shanghai, and in the later years was in the office of Messrs. Dodwell & Co., Ltd., retiring in 1904 to take up duties in the company's office in London, in which capacity he is now serving.

The death has occurred at Home of Captain George Payne, a well-known and highly respected captain of the Indo-China S.N. Co. Captain Payne joined the Indo-China S.N. Co., in September, 1891 as second officer, and became master in 1896. In 1906 he was promoted to be marine superintendent in Shanghai, having previously been known as a very successful master on the Shanghai-Tientsin and Hongkong-Calcutta lines. During his many years' stay in Shanghai before he retired in 1914, Capt. Payne earned the good-will and esteem of a very large circle of friends. On his return to England, Captain Payne became nautical adviser to the Indo-China S.N. Co., in London. He died at the age of 57.

TYPHOON WARNING.

The following telegram was received by the American Consulate-General, Hongkong, at 10.30 a.m., on Saturday

THE WAR.

A RUSSIAN VICTORY.

MANY PRISONERS AND MUCH BOOTY.

TERRIBLE TRENCH FIGHTING IN THE WEST.

BRITISH TROOPS IN SERBIA.

ADVANCING MAGNIFICENTLY.

LORD KITCHENER.

THE "GLOBE" SEIZED BY POLICE.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

TERRIBLE TRENCH FIGHTING.

THE NEW SPIRIT.

AMSTERDAM, November 6th.
A German correspondent on the Western Front describes the new spirit of trench fighting as more desperate, more virulent, and more cruel owing to embitterment resulting from the great French offensive in September.

"Hitherto, the most merciless fighting has been in Argonne," he says, "where the wooded country, favouring savage warfare, has produced the Argonne type, known on the whole front. The picture of the grimy fighter, reminiscent of primeval days, when men fought like cannibals and wild animals, is now general. The same horrible methods have been adopted along the whole line, and been adopted along the whole line, and the victory lies in hand-to-hand fighting, the battle swaying with thrusting, wrestling, throttling, and biting; with knife, bayonet, rifle-butt, and spade.

"The real zone of horror is between the trenches, where multitudes of rats, fattening on the rotting corpses, grow fat till they resemble little dogs, and are slaughtered with loathing when they stray into the trenches.

"Gone are the days when hours daily were practically set apart by the French and German soldiers to emerge from their trenches and exchange chaff. Now, instead of pointed jokes, missives are exchanged which are unpleasant and hateful."

GERMAN ATTACK BREAKS DOWN.

PARIS, November 6th.
A communiqué says that a fresh German attack on La Courtrai position broke down completely.

A French mine explosion seriously damaged part of the German positions between the Argonne and the Meuse.

LIVELY CANNONADES.

PARIS, November 7th.
A communiqué states:—There has been a lively cannonade in Artois, north of the Aisne, also in Champagne, where heavy guns were employed on the whole front between Tahure and Hill 199. There has been violent trench fighting with grenades in Pétro Wood.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMANS IN DIFFICULTIES.

VIOLENT RUSSIAN ATTACKS.

AMSTERDAM, November 7th.
General Russy has evidently got General von Hindenberg into difficulties. A Berlin communiqué admits violent Russian attacks among the lakes in the Dvinsk region, emphasising four successive attacks at one point. General Linsenger is also engaged against the Russian offensive, while General Bothmer claims to be counter-attacking after a recent defeat.

[THROUGH REUTER'S AGENCY.]

A RUSSIAN VICTORY.

FRUITS OF A SURPRISE ATTACK.

PETROGRAD, November 7th.
A communiqué states:—The Russian victory in the Strypa region ended after several days' desperate fighting near the village of Semikowka and on the western shore of Lake Ischkuve. The surprise attack of the Russians was conducted with swiftness against the enemy's front, and included the crossing of the river Strypa, which the enemy totally unexpected. The difficulties of the Russians began with the despatch of a haul of prisoners to the rear. These had to be sent across the river and the lake in face of most determined efforts by the Germans to recover their comrades. The enemy poured deadly artillery and rifle fire into the Russian rearward, which was in charge of the prisoners on the right bank of the Strypa, but the Russians faced all the attacks and, protected by gusts of fire by their own artillery, did not retire to the left bank till the prisoners and booty had safely crossed. The Russians also captured 800 prisoners and two guns west of Rafalovka.

LATER.
The Russians, in a surprise attack, captured 8,500 prisoners in the region of the river Strypa, besides a number of officers and machine-guns which are not yet determined.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

BRITISH TROOPS IN THE FIGHTING LINE.

ADVANCING MAGNIFICENTLY.

PARIS, November 7th.
A Salonika correspondent says that the British troops in the fighting line are advancing to the attack magnificently. The Bulgarians are violently but futilely bombarding the French positions at Krivolak. The Bulgarian attacks in the Perlepe region are meeting with a stubborn Serbian resistance. Fresh troops are leaving for the Serbian front, whither convoys of arms, ammunition and victuals are also being despatched. The Serbian army is slowly re-concentrating.

NISH FALLS TO BULGARIA.

AMSTERDAM, November 6th.
A Sofia telegram says that a Bulgarian Division has entered Nish.

GERMAN CLAIMS.

AMSTERDAM, November 7th.
A Berlin communiqué claims further progress in the Morava valley. The Germans are now nearly seventy miles southward of Belgrade. Generals Mackensen and Gallwitz claim together over 2,000 prisoners.

MOVEMENT OF GREEK TROOPS.

PARIS, November 7th.
The report of the concentration of Greek troops near Monastir is denied by Greek officers, who state that the Greek army is normally concentrated on the frontiers in accordance with the Greek plan of mobilisation.

GENERAL.

[THROUGH REUTER'S AGENCY.]

LORD KITCHENER.

COMMENTS ON RUMOURS OF RESIGNATION.

LONDON, November 7th.
The Press Bureau announces that Lord Kitchener's resignation has already been denied. It is equally untrue that he tendered his resignation to the King, that his visit to the King related thereto, or that his visit to the Eastern theatre of war betokens his resignation. On the contrary, the visit is being undertaken in the discharge of his duties as Secretary of State for War, which he has no intention of abandoning.

LATER.
The latest statement, purporting to be authoritative, is that Lord Kitchener will be back at the War Office next week, and that he intends to remain at the War Office until the end of the war. He had not contemplated visiting the King, and the summons to the Palace was entirely unexpected. His Majesty the King is feeling a little better, and he desired a chat. The conversation was entirely general.

MUCH SPECULATION.

Another telegram states that there is much speculation regarding Lord Kitchener's departure from the War Office. The Times offers "explanatory considerations, not without authority," and says that it may be taken for granted that Lord Kitchener's mission is altogether different in character from his previous visits to France. Otherwise, he would not need a substitute at the War Office. It should be remembered that Lord Derby's scheme freed Lord Kitchener from the business of recruiting, and he will thus be at liberty to divert his attention to other matters, of which the most important is the war in the Near East, of which Lord Kitchener has first-hand knowledge. Therefore, it would not be unnatural if he devoted himself entirely, in consultation with the Allies, to the settlement of that tangled problem. The rumour that he would command the army in France is entirely without foundation. The newspaper associates Mr. Asquith's assumption of the duties at the War Office with the reorganisation of a higher direction of the war, which is now proceeding.

LEAVING FOR NEAR EAST.

LONDON, November 6th.
Despite the denials, the papers generally assume that Lord Kitchener has left the War Office, but only in order to take up an equally important post elsewhere. It is hinted in some quarters that he will take charge of affairs in the Near East. There is no suggestion whatever of a disagreement with the Cabinet.

LATER.
The Press Bureau announces that Lord Kitchener, at the request of his colleagues, has left England on a short visit to the Eastern war theatre.

GREEK POLITICS.

NEW CABINET TO BE FORMED.

ATHENS, November 7th.
On the 6th inst. the King charged M. Scouloudis with the formation of a new Cabinet. The ex-Ministers will retain office, and M. Scouloudis will be Foreign Minister.

CENSORIAL DELAYS.

ATHENS, November 7th.
The delays in the Greek censorship destroy the chronological order of telegrams. Consequently, there has been a great confusion on the position of the crisis. From the latest telegrams it appears that M. Zaimis persists in his refusal to form a Cabinet.

AUSTRALIAN WHEAT FOR ITALY.

PERTH, November 6th.
The West Australian Government has been asked by Italy for a quotation for the supply of 100,000 tons of wheat, Italy to supply the steamers. Negotiations are proceeding.

[THROUGH REUTER'S AGENCY.]

THE "GLOBE" RAIDED BY POLICE.

DRASTIC OFFICIAL ACTION.

LONDON, November 7th.
Following the publication on Friday of a report that Lord Kitchener had resigned, and its reassertion yesterday, the police last evening raided the offices of the Globe, and seized the printing plant and type.

LATER.
The seizure of the Globe is the most drastic official step taken against a daily paper since the outbreak of war. No reason was given, but it is presumed that it is a result of the Globe's assertion on Friday that Lord Kitchener had resigned, while the paper on Saturday displayed posters with the words—"Kitchener and politicians: the Globe re-asserts." The police did their work in a most thorough manner, seizing all the copies of Friday's and Saturday's issues, cutting off the electric current for the printing machines and removing the stereotype plates. There were no arrests.

GERMAN INTRIGUE IN AMERICA.

THE OBJECTS OF A TEUTON FUND.

NEW YORK, November 7th.
The Federal investigators into the German bomb conspiracy have begun an enquiry into the purposes of \$45,000,000 which was raised in the United States by the sale of German bonds. It is believed that the fund was intended, firstly, to purchase ships, employable as neutral boats for carrying supplies ostensibly to Scandinavia but really to Germany; secondly, to purchase stocks of chemicals and acids for the manufacture of explosives; and thirdly, for the establishment of submarine bases at Mexico and in the West Indies.

VIGOROUS PRESS SUPPORT FOR PRESIDENT WILSON.

NEW YORK, November 6th.
The Press vigorously supports President Wilson on the subject of German-Americans.

The Herald says:—It is high time that the small and noisy groups of alien sympathisers were brought to book. The Evening Sun says:—Let us have no mawkish sentimentality, but clean out the whole nest of plotters and punish them with exemplary severity.

RECRUITING SCENES.

IRISH EMIGRANTS HELD UP.

LONDON, November 7th.
The Cunard Company announced yesterday that it cannot accept bookings from Britishers eligible for military service. This was a sequel to the scenes of excitement at Liverpool upon the sailing of the Saxonia for New York. When a number of Irish emigrants appeared the recruiting people got busy, and the crowd jeered the Irishmen. Then the firemen of the Saxonia landed and told the officials that they would refuse to sail if the Irish shirkers were allowed aboard. The Cunard Company upheld the firemen, and refused the Irishmen passages. Six of the latter immediately joined the army.

SHIPPING RESTRICTIONS.

LONDON, November 7th.
The decision to exempt from requisitioning vessels loading wheat in North America for the United Kingdom not later than December 15th, has been revoked. The exemption now applies only to vessels chartered by noon yesterday.

TRADE OF GREAT BRITAIN.

LONDON, November 7th.
The imports for October show an increase of £10,413,122, and the exports an increase of £23,387,150.

EXCHANGE RATE IMPROVING IN AMERICA.

NEW YORK, November 6th.
The exchange rate has improved on a report that further credits in favour of Great Britain, possibly amounting to \$20,000,000, are being arranged.

[THROUGH REUTER'S AGENCY.]

FATAL NEW YORK FIRE.

FACTORY GIRLS ROASTED ALIVE.

NEW YORK, November 7th.
A fire which took place at a four storeyed wooden building at Brooklyn, occupied by sweatshops and blouse factories, caused a panic, and twenty persons were killed and fifty injured. The fire started on the first floor, near the staircase, cutting off the escape of the majority of the 1,100 employees. Eight girls were roasted to death in the overcrowded fire escape. Most of the victims jumped to the street below.

NEW ENLISTMENT SCHEME.

LONDON, November 6th.
The Recruiting Committee has issued a statement explaining that recruits may enlist and return home to continue their occupations until their group is called up. They will wear an armband and will be given an opportunity to voluntarily undertake preliminary drill. A fortnight's notice of being called up will be given in order to allow time to arrange business affairs.

The groups of single men will be first called up, then the married men.

BRITISH HARBOUR DIFFICULTIES.

LONDON, November 7th.
Mr. Asquith has appointed a committee to enquire into the difficulties of congestions in the ports and harbours of Great Britain, with Lord Inchcape as chairman.

NOBEL PRIZE-WINNERS.

LONDON, November 6th.
The Nobel prize-winners include T. A. Edison (Physics); N. Tesla (Literature); R. Roland (Chemistry); and Theodor Svedberg (Chemistry).

DEATH OF A MUTINY VETERAN.

LONDON, November 6th.
The death has occurred of Major-General H. W. Holland, C.B., an Indian Mutiny veteran.

[Telegrams received on Saturday, and published in an "Extra" on Sunday, will be found on page 6.]

A NEW RACE OF BIRD MEN.

BRITISH MASTERY OF THE AIR.

These airmen are a new race of human beings. Five of the "superavian" birds yesterday evening utterly distracted the Hun batteries along our front. The air spaces above were spotted with shrapnel puffs, regularly, in the proportion of currents to a well-made "plumduff" (I can think of no other better illustration) and back and forth passed the hawks with the most perfect and practical indifference. You hear the muffled "plop" up aloft about eight seconds after you have seen the sparkling flash of the bursting shell; you have even seen the graceful rounded curl of the shell-smoke form and change shape before you hear the "plop."

When the batteries are really busy you see flash upon flash away up there, four or five together, and soon the flashes merge into a wild confusion of irregular "plops." The hawks, if low down, are in great danger, dodge the shells by continually shifting their angle of flight, darting here and there and it must need a cool head, and hands and feet which work automatically, up there.

We have seen flights where it seemed impossible for the hawk to miss a shell, and then, when the hawk had reached safely, we have seen him deliberately turn back and return to the same danger zone. It looks like bravado, but it is not. That hawk had not finished the task he had set himself to finish, so he went back. One hawk did this five times while we watched from the front trench, and when he finally decided to go home to roost, and regained safety, it was a great relief to cheer him, and I hope he heard that bottled-up explosion of relief we gave him.

In the evenings, after sundown, by twilight, and against the sunset pinks and yellows, the hawks, from all points of the Hun front, come home to roost. Gliding in, with engines stopped, they swoop in long, gradual slants. And when you think that they have been through your thoughts break down in a shamed confusion. It does not seem fair, in your ignorance, complete and dense, even to think of their dangers.

Talk about mastery of the air! The air is like the sea, in its unknown dangers which call for certain inborn qualities, and the mastery of the one can be easily mastered of the other. That is just my belief. At any rate, our bird-men treat the Hun bird-men with as much inborn superiority as our seamen do the Hun seamen. If a German hawk ever passes over us, he is a hunted and harried, unhappy thing, which very soon "goes" for home and lagerland. You never see them at their ease and serene.

CANTON NOTES.

[FROM OUR OWN CORRESPONDENT.]

CANTON, November 3rd.
SUCCESSFUL FLIGHT BY CAPT. TOM GUNN.
The first day's flight of the well-known Chinese aviator, Capt. Tom Gunn, on a seaplane, was witnessed at Tai Sha Tau yesterday by a large crowd of eager spectators. The weather was fine, and, notwithstanding that a strong northerly breeze was blowing for the greater part of the afternoon, the exhibition proved flight was made by Capt. Tom Gunn, arrived in a motor-boat at 3.15 p.m. and, mounting the seaplane, sailed eastward for a short distance to Ap Tun Kwan, then turned back for about 1,000 feet, and rose to a height of 4,200 feet. This was followed by three circular trips in the air. Capt. Tom Gunn, on dismounting from his seaplane, was received with a deafening ovation. Subsequently another flight was made by Capt. Tom Gunn, accompanied by advisor Li Shui, one of General Lung's aides-de-camp. This time a height of 5,400 feet was attained. Floral bouquets and other tributes were offered to the aviator, and a eulogistic message from General Lung, highly commending Capt. Tom Gunn's abilities, was read by the Private Secretary to the Chief of the Water Police Department.

To-day a further series of flights was given, and on one occasion Capt. Gunn was accompanied by Mr. Wong Kwong Ling, Chief of the Police Department. General Lung presented a gold medal to the aviator on the completion of his exhibition.

THE MONARCHICAL QUESTION.

On the first instant a formal meeting of the citizens' representatives who were recently elected to go to the Metropolis to vote on this question was held, and the result of the balloting was unanimously in favour of China reverting to a monarchical system of Government and of proclaiming Yuan Shih-kai Emperor. The authorities have telegraphed the results of this meeting to Peking, and it is understood that, having formally arrived at a decision on the question, they have decided to appoint ten of the representatives to proceed to the capital to vote accordingly.

PRESS UNDER STRICT CENSORSHIP.
Whilst writing on this subject it may be interesting to note that the Chinese newspapers are now under strict censorship and are not allowed to publish or reproduce anything from outside, or foreign papers unless such news is first approved of by the Government censors, whose seal must be obtained to all "copy" before publication.

FANTAN.

Rumours have been widely circulated that a syndicate recently formed has tendered for the fantan monopoly in Canton, and that the Government is about to accept this tender with a view to augmenting the revenue. What amount of truth there may be in these statements it is impossible to say, but everyone seems to feel that the monopoly may be granted, and articles have appeared in some of the vernacular papers beseeching the Government not to make a small addition to its revenue at the cost of ruining the Kwangtung people.

LIST OF PASSENGERS TO ARRIVE.

Per P. and O. str. *Malwa*, from London, October 2nd.—To Hongkong: Miss H. Jacob, Mrs. C. B. Buyers, Miss F. M. Cooper, Miss L. M. Jones.
Per P. and O. str. *Moolton*, from London, October 16th.—To Hongkong: Dr. J. Dunlop, Miss C. J. Nicholls.
Per P. and O. str. *Morva*, from London, October 30th.—To Hongkong: Inspector and Mrs. Garrard, Mr. C. Fox, Miss M. Day, Mr. S. P. Lentest, Mr. W. G. Coggin.
Per N.Y.K. str. *Kushima Maru*, from London, October 9th.—To Hongkong: Mr. R. J. Birbeck, Mr. M. Williamson, Mrs. and Miss Fleming, Mr. F. E. Glazebrook, Mr. and Mrs. Clayton, Rev. Gamble, Miss Johnson, Mrs. Ridell, Mr. Price and two children, Miss Ewing, Miss Dykes, Miss Heyworth, Miss Fisk, Miss Thacker, Mr. L. R. Medham, Mr. F. Hicks, Mrs. A. J. Malcolm and infant children, Mrs. Muirhead and three children, Mr. A. Morley, Mrs. Wood, Miss Paton, Mrs. A. Paske-Smith, Miss L. M. Clark, Mrs. A. Paske-Smith, Miss Tyler, Mr. Alf. de Souza, Mr. A. de Souza, Mr. C. de Souza.
Per N.Y.K. str. *Mishima Maru*, from London, October 23rd.—To Hongkong: Dr. and Mrs. Sanders and child, Mr. L. Ross, Mr. T. Haslam, Mr. and Mrs. Sorenson and two children, Mr. Kerr, Capt. W. A. Valentine, Mrs. Slade.
Per N.Y.K. str. *Suna Maru*, from London, November 6th.—To Hongkong: Mrs. and Master M. Henderson, Mrs. and Miss Main, Mrs. Hodgins, Mr. and Mrs. Weir, Miss Emerson, Mr. and Mrs. T. R. Wolf and two children, Mrs. P. Hodgson, Mr. and Mrs. Brown, Mr. Grist, Mr. and Mrs. G. H. Moore-Mead, Capt. F. Wheeler, Rev. and Mrs. Ferguson, Mr. and Mrs. Stewart, Mr. and Mrs. Griffin, Mr. A. J. Peole, Mr. and Mrs. J. T. Smalley and two children, Mrs. and Miss E. Roberts, Mrs. Knight and infant.

MARINES AT GALLIPOLI.

A FINELY-TOLD TRIBUTE.

The following account of the heroism of the Brigade of Royal Marines, which has been fighting in Gallipoli since the first landing, has been written by an officer of the Marines recently involved in the campaign, and is a most valuable contribution to the history of the war.

The history of the Royal Marines contains few episodes more striking or more dramatic than those which took place during the memorable days of the landing of the British Mediterranean Expeditionary Force in the Dardanelles in the months of March and April, 1915. They are surely among the most brilliant achievements of British arms in all the glorious history of this country.

After the first attack on the Bulair line, at the eastern extremity of the Gallipoli Peninsula, on Sunday, April 12th, the Marine Brigade was ordered to support the Australians, who had already "made good" and were being heavily pressed at Gaba Tepe. Never shall I forget the thrill of pride as I once again saw the fine old corps in which my grandfather and great-grandfather served and fought, parading for what proved to be one of the greatest efforts they had ever been called upon to make for God, King, and country. Veterans of many fights in various parts of our well-known Empire stood shoulder to shoulder with clean-shaven lads of only a few months' service, all of them alert and keen to tackle the job on hand, so much so that a young officer, turning to me, remarked: "By Jove, one wouldn't think we were going into one of the bloodiest fights in history; just look at them, aren't they great?" And truly they were.

"ENGLAND'S SHEET ANCHOR." Before them in the falling light of closing day rose the gaunt, rugged cliffs of Gaba Tepe. Their ominous outline was emphasised by cloud-like patches of bursting shrapnel from the well-placed Turkish guns. The Turkish gunners knew their business, and hundreds of men being towed ashore offer a bait too tempting for any gunner to refuse. Turkish infantry also, regardless of the fire of our fleet, were not slow in claiming our advent by a well-directed fire from rifles and machine guns. Our men never wavered for a moment. Here and there, above the din of battle, the voices of officers were heard giving orders and encouraging those who were passing through their baptism of fire. "Remember the front page of the *Globe* and *Laurel*, lads!" shouted a fine old sergeant-major with whom I had served for nearly a quarter of a century.

The *Globe* and *Laurel* is the corps gazette, and upon the front page are printed the glorious words of Lord St. Vincent, "There never was any appeal made to them for honour, courage, and loyalty that they did not more than realise my highest expectations. If ever the hour of real danger should come to England, the Marines will be found the country's sheet anchor."

They had not forgotten what was expected of them; indeed, their faces expressed the determination to uphold every noble tradition and to win fresh laurels for the corps which saved Gibraltar for Britain, whose proud motto is *Per Mare per Terram*. I will not describe in detail the extraordinary arrangements by which, now that darkness had fallen, we were able to find our way over scrubby ridges and through slushy nullahs to the positions which the Australian troops had so gallantly won, and were now so hardily holding.

AWFUL IN GRANDUR: GOD-LIKE IN SACRIFICE.

The outstanding feature of this landing must remain indelibly printed upon my memory for all time. Those weird gullies, lying between overhanging craggy hills, which in some places rose to a height of 200 feet, covered with thick green foliage varied here and there by patches of sand. Here is a party of men, working like Trojans, digging themselves in, yonder the Turkish trenches, illuminated with a myriad darts of flame from each one of which speeds forth that messenger who calls men home. Fire crosses fire at point-blank range. Turk and Briton have at length met in deadly grip to settle once and for all that long-bid-for sovereignty of the Cross over the Crescent. Life, bayonet, spade and pick-axe, these are the tools by which that sovereignty is to be forged.

The scene was awful in its grandeur, yet God-like in sacrifice, and I who am privileged to write this record bear witness to the fact, for have I not seen our men glorious in battle, patient in suffering, and splendid in death? Here is just one instance: A young officer is brought down to the dressing-station badly hit. His only anxiety is expressed in the broken utterance, "How long will it be before I can get back to my boys?" Poor lad! He never writes back.

"CHEER O!" I have been asked sometimes what the feeling of the lads out there is towards those who stay at home, and at those times I hear again the voice of the brave lads saying, "If the boys at home only know what we know they would chuck their job and help us through." The remarkable thing is that they have perfect confidence in their chums at home; one hears no word of reproach, they never blame them, they are persuaded they will come as soon as they know how greatly they are needed. Meantime they keep up their spirits with that indomitable humour which makes them the most formidable opponents in the world. Trust the British bluejacket or Marine to find the funny side of things—he doesn't remain in the shadows. The saving grace of humour is a very real thing to him, and somehow he seems to transform tragedy into comedy.

During the hours of morning or evening hate one often heard the remark, "Say, Bill, is that Annie from Asia or Fat Bertha?" and the reply, "No, he don't make no noise, it's Sam Sam." And so the jokes, while the shells fly, "Cheer O" is his motto, and pathos and humour are so strangely intermingled in his attitude that he gains that mysterious quality spoken of as the "compensating balance," which enables him to struggle and endure, and will ultimately carry him through to a glorious victory, which is the only way to a lasting and honourable peace.

WAR NEWS.

ARMENIAN MASSACRES.

A French official report received by wireless, and issued through the Press Bureau states:—"The massacres of Armenians continue all over Turkey. It is estimated that there are up to now more than 800,000 victims. Not only have the Government done nothing to prevent these massacres, but it appears to be established that in many towns the German Consuls have taken part in organizing them."

RAID ON KAISER'S KITCHENS.

ROYAL COPPER POTS AND PANS TO BE TAKEN. The *Journal* of Paris, is informed from Geneva that the German ordinance relative to the seizure of copper, nickel, and other metals will apply equally to the Royal Household and that the Imperial Court will have to submit to its provisions. In consequence of this interpretation the court-marshals have proceeded to take an inventory at the palace of the Kaiser, the Crown Prince, and the reigning Princes and Princesses of the Confederate States.

According to the *Berliner Tageblatt*, the voluntary surrender of copper and metal goods was continued up to October 6th, after which date a general search warrant was issued for the immediate seizure of objects not given up, without prejudice to a criminal prosecution. —*Exchange*.

40 ZEPPELINS LOST.

HEAVY CASUALTIES AMONG THE BABY-KILLERS.

I learn from a reliable source in Friedrichshafen (says the *Express* Geneva correspondent) that the German Headquarters Staff admit the loss of thirty-eight Zeppelin and nine Parseval airships since the war began up to August 31, 1915. Since this date a further report states two Zeppelins and one Parseval are "missing."

The majority of the airships were brought down by the Allies' aerial guns, and the remainder had "accidents" while landing.

The average cost of these airships is over £100,000, while the newest models cost nearly double this sum. Therefore, Germany has lost over £3,800,000 in a year in her airships, bombs from which have killed and wounded 500 persons.

GERMANY'S NAVY—AFTER THE WAR.

In concluding an optimistic article in the *Contemporary Review* on "The General Situation in Russia," Colonel F. N. Maude discusses the question of the future of Germany's army and navy. He thinks the Allies will have to allow Germany to "keep up some army," as army training has become an integral part of the life of all nations. He adds:—

But there is no reason why she should be allowed to maintain a navy, and if we refuse to permit any vessel flying the German merchant-flag, or German-owned in whole or in part, to enter any port belonging to the Allies, we can deprive her of any excuse for maintaining a war fleet, and we shall not be handicapping her industrial evolution in any way, because the merchant shipping, of the rest of the world can carry her goods for her with equal efficiency and economy. As between buyer and seller, it makes no difference who does the actual transmission from one to the other, and no private firm attempts to carry goods for themselves unless they can do so more cheaply than the customary carriers.

"SECOND LOST MEANS DEATH."

IMPORTANCE OF SPEED IN CHARGING.

The vital importance of speed in the offensive is brought out in the narratives of all who went through the Champagne fighting.

A Colonial infantryman, who was wounded between Suippes and Souain, said:—

"This will be a matter of hard running, the captain called out to us, 'for we are the first wave.' Well, as we ran, we went over the first trench, slapping the occupants with our bayonets as we passed. On and on we went. You could hear nothing but the hoarse breathing of our comrades and the roaring of the guns."

"The bullets began to whistle past our ears terribly thick. They seemed all to come from one side, evidently from machine-guns. The captain shouted, 'Over there, quick. That redoubt.' We were just in time to get three machine-guns which were pumping away at us. We bayoneted the Germans back and front. You have to go quick, and no mistake. A second lost means death." —*Reuter*.

WAR BREVITIES.

Prince George of Greece, who is married to the daughter of Prince Roland Bonaparte, has telegraphed to his brother, King Constantine, urging him to do his duty towards Serbia, and declare war against Bulgaria.

At a recruiting demonstration organised by the 7th London Regiment outside the Royal Exchange recently, Mr. Horatio Bottomley said: "I wish I could present myself as a recruit, but Anno Domini and embossments have put my chest measurement in the wrong place. I have been accused often of humbugging people in the city, but I could not deceive the army medical officer, or I would set you young men an example."

German newspapers announce a number of new military appointments in the west. Two generals, whose names are not given, have been dismissed. It is believed that they are the generals whose troops were beaten recently. The German Emperor finds it necessary to threaten his generals with disciplinary measures. In an order of the day he declares that every important success obtained by the Allies on the western front will be considered as due to culpable negligence of the German commanders, who will lay themselves open to being punished for incompetence.

"HOW I RAIDED LONDON."

VIVID STORY OF A ZEPPELIN COMMANDER.

TRIBUTE TO OUR GUNNERS.

A full and picturesque account, as given by Commander Mathy, a Zeppelin commander, of the last air raid on the London district, is published in the *New York World*, whose correspondent has interviewed Mathy.

The Home Office points out that the news is passed for publication with the comment that it contains numerous statements which are quite untrue, and one (to the effect that an anti-aircraft gun has been placed under cover of St. Paul's) which can only be characterised as a falsehood apparently intended to excuse what German aircraft are attempting to do.

The voyage was Mathy's hundredth Zeppelin trip. As to his orders for the raid, he said:—

On this occasion for the first time my instructions were to attack certain points in the down-town City of London, such as railway stations, bridges, industrial establishments. I had strict orders to do everything possible to avoid hitting St. Paul's and other churches, museums, the Palace, Westminster Abbey, the Parliament Houses, and, of course, residential districts. I want to say there's not an officer or man in the aerial fleet who doesn't feel it as deeply when he learns that women and children and other non-combatants are killed as does a gunner or commander of big guns when he hears his shell didn't strike exactly where he wanted it to, and resulted in the death and injury of non-combatants.

THE THAMES GUIDEPPOST.

After describing the journey over the North Sea, and speaking of the supplies carried by the Zeppelin, the commander continued:—

The mist disappears off the distance, and we can see the Thames River, which points the way to London. The Thames is an indestructible guidpost, and a sure road to the great City. The English can darken London as much as they want, but they can never remove or cover up the Thames, from which we can always get our bearings, and pick up any point in London we desire.

London is darkened, but sufficiently lighted on this night to enable me to see its reflected glow in the sky sixty kilometres away shortly before ten o'clock. We head straight for the glow in the sky, and then point on the Thames to get our bearing for the objects of my attack. Soon the City is outlined, still and silent below in the distance. There are dark spots which stand out from the blur of lights in the well-lit portions. The residential sections are not much darkened. It is the dark spots I am after, and I hear down on them as they mark the down-town city.

"SPOTTED."

The commander describes the sensation when our searchlights "find" the Zeppelin:—

A sudden flash and a narrow band of brilliant light reaches out from below and begins to feel around the sky. A second, third, and fourth, and fifth come out, and soon there are more than a score of criss-crossing ribbons. It looks as if the city has suddenly come to life, and is waving its arms around the sky, sending out feelers for the danger that threatens. But our impression is rather that they are tentacles seeking to drag us to destruction. London keeps a good watch on the sky. Now from below comes an ominous sound that penetrates the noise of the engines. There are little red flashes and short bursts of fire, which stand out prominently against the black background. From north, from south, from right, and from left they appear, and following the flashes there rolls up from below the sound of the guns.

THE ATTACK.

Coming to the actual bomb dropping Commander Mathy said:—

I picked up St. Paul's and with that point of orientation laid a course for the Bank of England. There was a big searchlight in the immediate vicinity of St. Paul's and the English had placed a battery of guns under cover of that church, as I could plainly see from the flashes as they belched shrapnel at us. I don't think the English should use their churches, museums, and similar buildings as cover or protection for their guns.

Although we had been fired upon on all sides we had not yet dropped a bomb. Above the Bank of England I shouted through the speaking tube connecting me with my lieutenant at the firing apparatus: "Fire slowly!" Now, mingling with the dim thunder from the guns below came the explosions and bursting flames of our bombs. We soon observed flames bursting forth from several places.

LIVERPOOL-STREET.

Over Holborn Viaduct, in the vicinity of Holborn station, we dropped several bombs. From the Bank of England to the Tower—a short distance—I tried to hit the bridge, and believe I was successful, but to what extent damage was done I could not determine.

Manoeuvring and arriving directly over Liverpool-street station, I shouted "Rapid fire!" through the tube, and bombs rained down. There was a succession of detonations and bursts of fire, and I could see that I had hit well, and apparently done great damage. This has been confirmed by reliable reports we have since received. Flames burst forth in several places in that vicinity.

Having dropped all my bombs, I turned for home. My orders had been carried out, and carried out quickly. Despite the bombardment of the sky, we had not been hit.

TEN MINUTES' RAID.

"How long were you over London?" the commander was asked.

"The main attack was from 10.50 to 11 p.m.—just ten minutes," he said.

"Then Zeppelin tactics of attack are to make a dash to points to be bombarded, and quickly get away?"

"Yes; the attacks must be short and quick."

Asked from what height he attacked, Mathy replied:—

"I am sorry, but I don't want you to give the English their range. They are doing well enough as it is, and learning fast. Had Mr. Balfour stood by my side a few nights ago and looked into those flashing guns all over, he wouldn't say London was not a militarily defended city, and would perhaps not think so poorly of its aerial defence."

WHEN THE ZEPPELIN CAME

LONDONERS CALM UNDER BOMB FIRE.

The following impression of the Zeppelin raid on the London district on September 8th was sent to the American papers on September 12th by Mr. William G. Shepherd, the correspondent of the United Press.

Above the din of the orchestra there sweeps over the theatre a cavernous hiss "boom."

"Zeppelin," whispers a pretty girl sitting next to a Scottish officer. "No," you hear him whisper, "it's a door banging." He's lying and knows it.

"Zeppelin!" "Zeppelin!"

The whisper runs through the audience. If you knew what was transpiring in the street you'd be out there instead of waiting for the last act to end. Such a scene is being enacted out there as the old town of London in all its rich, thousand-year history never before beheld.

The curtain goes down. You file out of the theatre into a crowded street. Traffic is at a standstill. A million quiet cries make a subdued roar. Seven million people of the biggest city in the world stand gazing into the sky from the darkened streets.

Here is the climax to the 20th century. Among the autumn stars floats a long, gaunt Zeppelin. It is dull yellow—the colour of the harvest moon.

The long fingers of searchlights, reaching up from the roofs of the city, are touching all sides of the death messenger with their white tips. Great booming sounds shake the city. They are Zeppelin bombs—falling—killing—burning.

Lesser noises of shooting are nearer at hand, the noise of aerial guns sending shrapnel into the sky.

"For God's sake! Don't do that!" says one man to another who has just struck a match to light a cigarette.

Whispers, low voices, run all through the streets. "There's a red light in the sky over there; our house may be burning," exclaims a woman clutching at a man's coat.

"There are a million houses in London; why our's particularly?" he responds.

THE FRENCH WAITERS.

A group of men talking French stand gazing up from the street. They are in waiter's clothes and have rushed out from the upper rooms of one of the most luxurious hotels in the world.

"The devil!" exclaims one, and then—"We've got it! It can't get away! There's shrapnel all around it!"

"Oh—my neck!" says a pretty girl in evening wraps. "I can't look up a minute more." But she does.

All about you are beautifully garbed women and men in evening clothes. "Oh's" and "Ah's" long drawn out—exclamations of admiration like the sounds made by American crowds watching fireworks—greet the brilliantly white flashes of shrapnel.

Suddenly you realize that the biggest city in the world has become the night battlefield in which 7,000,000 harmless men, women, and children live. Here is war at the very heart of civilization, threatening all the millions of things that human hearts and human minds have created in past centuries.

"Good God! It's staggering!" as a shrapnel flash breaks apparently near the great airship. But the Zeppelin moves on steadily.

ELEMENTAL PASSIONS.

What a roar of joy would go up from the millions of this great city if they could suddenly see the yellow object transformed into the flash of one gigantic gas explosion! Little white-gloved hands clap their approval of the Zeppelin's near approach to death; white teeth sparkle in smiles; men roar with delight. These men and women, flowers of the 20th century culture, have become elemental. Dirty, bloody, battle-made soldiers feel this same way in battle. Killings has been put into the hearts of these crowds. If the men up there in the sky think they are terrifying London they are wrong. They are only making England white-hot mad.

We are all brothers and sisters in the streets of London to-night—neither man nor woman, neither good nor bad—just human, outraged, mad, unwilling to die. This is a miracle the great gas bag in the air brings about.

On the plinth of "Chinest" Gordon's monument sit a soldier and a girl. She is tracing invisible figures on the stone pavement. His arm is about her; her face is bent to his. Maybe they've seen this Zeppelin to-night, but just now she's listening to the other story that will be new when the books telling the story of to-night's Zeppelin raid have crumbled into dust.

They typify London and England—unchanged one iota by this Zeppelin raid that only ended in the loss of 20 harmless lives. The next day recruiting tripled.

Miss Daisy Irving, a Coliseum actress, had arranged to kiss every recruit in their march through the streets of London, but at the last moment the War Office forbade it.

At times of crisis it must be Bovril

BRITISH TO THE BACKBONE

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMERS | FROM | EXPECTED ON OR ABOUT | FOR | WILL LEAVE ON OR ABOUT |
|-----------|----------|----------------------|----------|------------------------|
| TULATJAP | MAKASSAR | 7th Nov. | JAPAN | 14th Nov. |
| TJIBODAS | JAPAN | 14th Nov. | JAVA | 16th Nov. |
| TJILIWONG | BATAVIA | 27th Nov. | SHANGHAI | 4th Dec. |

• Wireless Telegraphy. The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the
Yok Buildings, 1st Floor.
Hongkong, 8th November, 1915.

JAVA-PACIFIC LIJN.

HEAD AGENCY, HONGKONG-YORK BUILDING.

REGULAR MONTHLY SERVICE BETWEEN

JAVA, MAKASSAR, MANILA, HONGKONG & SAN FRANCISCO.

| Steamer | From | Expected on or about | Will leave on or about |
|------------|------|----------------------|------------------------|
| ARAKAN | JAVA | 7th Jan. | 9th Jan. |
| TJISONDARI | JAVA | 7th Feb. | 9th Feb. |
| KABIMOEN | JAVA | 7th March. | 9th March. |
| TJIKEMBANG | JAVA | 7th April. | 9th April. |

The Steamers are all fitted throughout with electric light and have accommodation for a limited number of Saloon Passengers. All Steamers carry a duly qualified surgeon. Cargo taken at through rates to all Common Overland Points in the United States of America and Canada.

For Particulars of Freight and Passage, apply to
HONGKONG, 8th November, 1915.
HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 7th.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

HONGKONG TIDE TABLE.

From 8th to 14th November.

FORTHCOMING EVENTS.

TO-DAY

Bank Holiday.
6 p.m.—Hongkong Corinthian Yacht Club, Annual General Meeting.
TO-NIGHT.
9 p.m.—Mr. Maurice E. Baumann at the Theatre Royal—Horace Goldin and Company.

Wednesday, 10th Nov.—

Bank Holiday.

Monday, 22nd Nov.—

Noon—Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd., Meeting of Members at the Office of Messrs. Jardine, Matheson & Co., Ltd.

Wednesday, 24th Nov.—

Noon—Guedes & Co., Ltd., Meeting of the Creditors.

ON SALE

AT THE

HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR

Giving all the Important Towns on route from CANTON to WUCHOW

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|----------|------------------|---------------------------|
| SHANGHAI, MOJI, KOBE and YOKOHAMA | SARDINIA | 3 P.M. 8th Nov. | Freight and Passage. |
| SHANGHAI, MOJI, KOBE and YOKOHAMA | NAMUR | About 14th Nov. | Freight and Passage. |
| LONDON and BOMBAY via USUAL PORTS OF CALL | NELLORE | 3 P.M. 19th Nov. | See Special Advertisement |
| LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | NAGAYA | About 24th Nov. | Freight and Passage. |

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without Notice. For Further Particulars apply to—

E. A. HEWETT,
Superintendent.

Hongkong, 8th November, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|-----------------------------|-------------|----------------------|
| HOIHOW, PAKHOI and HAIPHONG | "SUNGKIANG" | On 9th Nov., 10 A.M. |
| MANILA, CEBU and ILOILO | "CHINHUA" | On 9th Nov., 4 P.M. |
| SHANGHAI | "YINGCHOW" | On 9th Nov., 4 P.M. |
| SHANGHAI | "SHANTUNG" | On 11th Nov., 4 P.M. |
| NEWCHANG | "KANSU" | On 12th Nov., 4 P.M. |
| WEIHAIWEI & TIENSIN | "HUICHOW" | On 13th Nov., 4 P.M. |
| MANILA, CEBU and ILOILO | "TEAN" | On 18th Nov., 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUI" and "TAMING" and "TEAN." Excellent Saloon accommodation. Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN." SHANGHAI LINE—PASSENGERS, MAILS and CARGO. SS. "ANHUI," "CHENAN," "LIANGCHOW," "LUCHOW," "YINGCHOW," and "SINKIANG," with excellent accommodation. Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—
HONGKONG, 8th November, 1915. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.
(Occupying at 9 to 10 Days)

| STEAMSHIP | CAPTAIN | LEAVING |
|------------|----------------------|------------------------------|
| "HAIMUN" | Capt. A. H. Stewart | SUNDAY, 7th Nov., at Noon. |
| "HAICHING" | Capt. W. C. Passmore | TUESDAY, 9th Nov., at 2 P.M. |
| "HAITAN" | Capt. J. S. Thomson | FRIDAY, 12th Nov., at 2 P.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 5th November, 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "JAPAN," 5,013 tons, Captain C. P. Sedden, will be despatched for SHANGHAI, KOBE and MOJI on 9th November.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA

MANILA SCHEDULE
(SUBJECT TO MODIFICATION)

| STEAMER | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| ALDENHAM | 22nd Nov. | On 22nd Nov., 11 A.M. |
| ST. ALBANS | 10th Dec. | On 14th Dec., 11 A.M. |
| EMPIRE | | On 3rd Jan., 11 A.M. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS

TOYO KISEN KAISHA. NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.
Steamer Displacement Tons and Speed. Leave Hongkong:

| | | |
|-------------|-----------------|---------------------|
| CHIYO MARU | 22,000—21 knots | TUES., 9th Nov. |
| SEIYO MARU | 14,000—15 knots | WED., 10th Nov. |
| SHIYO MARU | (Cargo Steamer) | SUNDAY, 28th Nov. |
| TENYO MARU | 22,000—21 knots | TUES., 30th Nov. |
| NIPPON MARU | 11,000—18 knots | TUESDAY, 14th Dec. |
| | (Cargo Steamer) | THURSDAY, 23rd Dec. |
| SHIYO MARU | 22,000—21 knots | TUES., 28th Dec. |

† Cargo only Omitting Shanghai.
‡ Proceeding to South America via San Francisco, Omitting Shanghai.
Steamer via Shanghai leaves at Noon
Manila " at 10.30 A.M.

| | | |
|-----------------------|--------|-------------------------|
| FIRST CLASS TO LONDON | £71.10 | RETURN (6 MONTHS) £120. |
| " " " NEW YORK | £60. | " " " £96.10. |
| " " " SAN FRANCISCO | £45. | " " " £68. |

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR CORONEL VIA JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

| STEAMER | DISPLACEMENT TONS AND SPEED | SALE |
|------------|-----------------------------|----------------------|
| SEIYO MARU | 14,000—15 knots | Wednesday, 10th Nov. |

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FOURTHLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.
FOURTHLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD

| FOR | STEAMER | TO SAIL |
|-----------------------------|---------|--------------|
| SHANGHAI, KOBE AND YOKOHAMA | S.S. X | On 30th Nov. |

HOMEWARD
MARSEILLES VIA SAIGON and ATLANTIC... On 13th Nov., at 5 P.M.
PORTS... VILLE DE LA CIOTAT On 27th Nov., at 5 P.M.
(Without Transshipment)

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

Subject to immediate alteration without notice.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES
PROPOSED SAILINGS FROM HONGKONG
(Subject to ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA

Steamer Captain Leaving
"HAWAII MARU" Saito MONDAY, 15th Nov., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

Steamer Captain Leaving

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer Captain Leaving
"KAIJO MARU" Murakami FRIDAY, 12th Nov., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer Captain Leaving
"SOSEU MARU" A. Kichayashi THURSDAY, 11th Nov., at 8 A.M.

FOR HAIPHONG VIA HOIHOW.

Steamer Captain Leaving
"DAIGI MARU" T. Komishi THURSDAY, 11th Nov., at 10 A.M.

These Steamers of Coast and Foremost Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI
MANAGER,

Second Floor, No. 1, Queen's Building

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | TONS AND DISPLACEMENT | SAILING DATES |
|---|----------------|-----------------------|---------------------------------|
| MARSEILLES and LONDON | HIRANO MARU | 15,000 | THURSDAY, 8th Nov., at Noon. |
| VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID | KATORI MARU | 21,000 | THURSDAY, 2nd Dec., at Noon. |
| VICTORIA, P.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA | SHIDZUOKA MARU | 12,500 | THURSDAY, 11th Nov., at Noon. |
| | AKI MARU | 12,500 | TUESDAY, 30th Nov., at Noon. |
| SYDNEY and MELBOURNE, VIA MANILA, BANGALORE, THURSDAY ISLAND, TOWNSVILLE & BRISBANE | HITACHI MARU | 13,500 | TUESDAY, 16th Nov., at 4 P.M. |
| | TANGO MARU | 13,500 | UESDAY, 14th Dec., at 4 P.M. |
| CALCUTTA VIA SINGAPORE, PENANG and RANGOON | KAWACHI MARU | 12,500 | SATURDAY, 13th Nov. |
| BOMBAY VIA SINGAPORE, MALACCA and COLOMBO | KAMAKURA MARU | 12,500 | TUESDAY, 9th Nov. |
| SHANGHAI, MOJI and KOBE | IYO MARU | 12,500 | THURSDAY, 18th Nov. |
| SHANGHAI, KOBE and YOKOHAMA | KASHIMA MARU | 19,000 | TUESDAY, 16th Nov., at 10 A.M. |
| NAGASAKI, KOBE and YOKOHAMA | TANGO MARU | 13,500 | SATURDAY, 13th Nov., at 10 A.M. |
| SHANGHAI, KOBE and YOKOHAMA | TOSA MARU | 13,000 | TUESDAY, 9th Nov. |

SOME PRINCIPAL FARES.

| | | | |
|--|--------------------------------|---------------|---------------------|
| To London | 1st Single Yen 600. | To Marseilles | 1st Single Yen 650. |
| " " 2nd Single " 400. | " " 2nd Single " 350. | | |
| " " Return " 800. | " " Return " 650. | | |
| To London, Southampton, Liverpool via New York | \$20.13.0 | | |
| To Victoria, Vancouver, Seattle, Montreal | \$20.3.0 | | |
| To Sydney, 1st Single \$40. | To Melbourne, 1st Single \$41. | | |
| To Yokohama, 1st Return \$72. | To Kobe, 1st Return \$73.16 | | |
| " 2nd " 350. | " 2nd " 383. | | |

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1041.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

| Steamer | Leaves | Leaves | Connecting Steamer | Due at | Due |
|----------|-------------|---------------|--------------------------|------------|--------------|
| YOKOHAMA | to SHANGHAI | HONGKONG | to Marseilles and LONDON | Marseilles | at LONDON |
| | COLOMBO | NAI KONG | | LES | |
| | NELLORE | about Nov. 15 | about Nov. 19 | MONGOLIA | Dec. 18 1916 |
| Nov. 20 | SARDINIA | Nov. 29 | Dec. 4 | MALWA | Jan. 1 1917 |
| Dec. 4 | NANKIN | Dec. 13 | Dec. 17 | MOOLTAN | Jan. 15 1917 |
| Dec. 18 | MALTA | Dec. 27 | Jan. 1 | MALWA | Jan. 29 1917 |
| Jan. 1 | NOVARA | Jan. 10 | Jan. 14 | ARABIA | Feb. 12 1917 |
| Jan. 15 | NELLORE | Jan. 24 | Jan. 28 | LODARVA | Feb. 6 1917 |
| Jan. 29 | SARDINIA | Feb. 7 | Feb. 11 | KARMALA | Mar. 11 1917 |
| Feb. 12 | NANKIN | Feb. 21 | Feb. 25 | MEDINA | Mar. 25 1917 |
| Feb. 26 | MALTA | Mar. 6 | Mar. 10 | MONGOLIA | Apr. 8 1917 |
| Mar. 11 | NOVARA | Mar. 20 | Mar. 24 | MALWA | Apr. 22 1917 |

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

| | Accommodation | Single | Return |
|------------|---------------|--------|--------|
| 1st Saloon | "A" | £74. | £112. |
| " " " "B" | " " " | £68. | £102. |
| 2nd Saloon | "A" | £52. | £78. |
| " " " "B" | " " " | £48. | £72. |
| 1st Saloon | "A" | £70. | £105. |
| " " " "B" | " " " | £64. | £95. |
| 2nd Saloon | "A" | £50. | £75. |
| " " " "B" | " " " | £46. | £69. |

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

| STEAMERS | Leave YAMA. | Leave SHANGHAI | Leave HONGKONG | Leave SINGAPORE | Due at Marseilles | Due at LONDON |
|----------|-------------|----------------|----------------|-----------------|-------------------|---------------|
| | about | about | about | about | about | about |
| NAGAYA | Nov. 8 | Nov. 18 | Nov. 24 | Nov. 30 | Dec. 30 1916 | Jan. 7 1917 |
| NAMUR | Dec. 6 | Dec. 16 | Dec. 22 1916 | Dec. 28 1916 | Jan. 27 1917 | Feb. 3 1917 |
| KASHMIR | Dec. 20 | Dec. 30 | Jan. 5 | Jan. 11 | Feb. 10 1917 | Feb. 17 1917 |

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £38 Single £37 Return, 2nd Saloon £24 Single £23 Return

FARES TO MARSEILLES:

1st Saloon £24 Single, 2nd Saloon £20 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT

